The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*; GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150 *Fleet Street*.

PARIS AND EUROPE:—AMEDEE PRINCE, 35, *Rue Lafayette Paris*.

NEW YORK:—J. STEWART HAFFER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. | CHOW TUNG SHANG, Esq.
CHAN KIT SHAN, Esq. | W. WOTTON, Esq.
C. J. HIBBT, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Advisory Committee in London.
THOMAS CARMICHAEL, Esq., Messrs Dent, Palmer & Co.
JOHN BUTTERY, Esq., Messrs John Buttery & Co.
C. B. STUART WORTLEY, Esq., M.P. for Hallam.
GEO. MUNRO,.....*Manager.*

Bankers.
THE ALLIANCE BANK, LIMITED.
THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, *Manager*.

Shanghai—C. J. GALLOWAY, *Manager*.

Amoy—J. ANDERSON, *Manager*.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, May 16, 1892. 22

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,300,000.
RESERVE LIABILITY OF PROP'TORS..... $10,000,000.

COURT OF DIRECTORS:—
T. E. DAVIES, Esq.—Chairman.
H. HOPPIUS, Esq.—Deputy Chairman.

James J. Bell Irving, Esq. | Alex. McConachie, Esq.
C. J. Holliday, Esq. | J. S. Moses, Esq.
Carl Jantzen, Esq. | D. R. Sassoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO. LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to $200,000.
On Fixed Deposits.—
For 6 months 3½ per cent. per annum.
" 12 " 4½ " " up to $200,000.
" 12 " 4 " " on sums in excess of $200,000.

HONGKONG—INTEREST CHARGED.
6 % on LOANS against Shares with full margin.
6 % on Advances against Goods in neutral godowns.
7 % on Current Account Overdrafts.
7 % on Advances against Goods in private godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, May 13, 1892. 1571

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT at 4½ PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1515

TO LET.

TUSCULUM, MAGAZINE GAP. Nos. 2 and 4, SEYMOUR TERRACE. No. 4, PEDDER'S HILL.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 4, 1892. 325

Intimations.

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the Post of SECRETARY, which will be vacant towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE BUSINESS is necessary.

Singapore, July 14, 1892. 1322

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August current, at 12 o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1892.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.

Hongkong, August 4, 1892. 1345

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 6th day of August to the 20th Instant (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.

Hongkong, August 4, 1892. 1346

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held at the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 22nd August, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, and the Statement of Accounts to the 30th June, 1892.

The Transfer BOOKS of the Company will be CLOSED from the 8th to 22nd of August, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, August 1, 1892. 1324

KELLY & WALSH, LIMITED.

THE BADMINTON LIBRARY, edited by the DUKE OF BEAUFORT, K.G., AND A. E. T. WATSON.
HUNTING, by the DUKE OF BEAUFORT, K.G., and MOWBRAY MORRIS. With 53 Illustrations.
FISHING, by H. CHOLMONDELEY-PENNELL.
Vol. I. Salmon and Trout. With 8 Full-page Illustrations and 150 Woodcuts.
Vol. II. Pike and other Coarse Fish. With Frontispiece, 6 Full-page Illustrations, and 126 Woodcuts.
RACING AND STEEPLE-CHASING. *Racing*: by the EARL OF SUFFOLK AND BERKSHIRE and W. G. CRAVEN. *Steeple-chasing*: by ARTHUR COVENTRY and ALFRED E. T. WATSON. With 56 Illustrations.
SHOOTING, by Lord WALSINGHAM and Sir RALPH PAYNE-GALLWEY, Bart. With 21 Full-page Illustrations and 149 Woodcuts.
Vol. I. Field and Covert.
Vol. II. Moor and Marsh.
CYCLING, by VISCOUNT BURY, K.C.M.G. (The Earl of Albemarle), and G. LACY HILLIER. With 19 Plates and 70 Woodcuts.
ATHLETICS AND FOOTBALL, by MONTAGUE SHEARMAN. With 6 Full-page Illustrations and 45 Woodcuts.
BOATING, by W. B. WOODGATE. With 10 Full-page Illustrations and 39 Woodcuts.
CRICKET, by A. G. STEEL and the Hon. R. H. LYTTELTON. With 11 Full-page Illustrations and 52 Woodcuts.
DRIVING, by His Grace the DUKE OF BEAUFORT, K.G. With 11 Full-page Illustrations and 54 Woodcuts.
FENCING, BOXING, AND WRESTLING, by WALTER H. POLLOCK, F. C. GROVE, C. PREVOST, E. B. MICHELL, and WALTER ARMSTRONG. With 18 Intaglio Plates and 24 Woodcuts.
GOLF, by HORACE G. HUTCHINSON, the Right Hon. A. J. BALFOUR, M.P., Sir WALTER G. SIMPSON, Bart., LORD WELLWOOD, H. S. C. EVERARD, ANDREW LANG, and other Writers. With 22 Plates and 69 Illustrations in the Text.
TENNIS, LAWN TENNIS, RACKETS, AND FIVES, by J. M. and C. G. HEATHCOTE, E. O. PLEYDELL-BOUVERIE, and A. C. AINGER. With 12 Plates and 67 Illustrations in the Text.
RIDING, by Captain ROBERT WEIR, Riding Master, R.H.G. POLO, by J. MORAY BROWN. With 18 Plates and 41 Illustrations in Text, by G. D. GILES, FRANK DADD, and J. STUART ALLAN.
SKATING, CURLING, TOBOGGANING AND OTHER ICE SPORTS, by J. M. HEATHCOTE, C. G. TEBBUTT, T. MAXWELL WITHAM, H. M. GEPP, the Rev. JOHN KERR, and other Writers. [1402

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of THE LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THIS COAL.

ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:—
Freshness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHA,
Sole Agents.

Hongkong, July 23, 1892. 1273

Business Notices.

NEW BUTTER! SEASON 1892-3.

LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR FIRST SUPPLY OF

EXTRA FINEST ISIGNY BUTTER

EXTRA FINEST ISIGNY BUTTER

Carefully Selected and Packed in L. C. & Co.'s SPECIAL BLUE TINS 1lb and 2lbs.

Also, FINEST ISIGNY BUTTER in 7lbs Tins, suitable for HOTEL use.

LANE, CRAWFORD & Co.

Hongkong, July 30, 1892. 1317

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND SERGES.
TROPICAL TWEEDS, HOMESPUNS AND COATINGS.
TERAI HATS (ALL COLORS) AND SUN HATS.
BOOTS AND SHOES.
WATERPROOF COATS AND UMBRELLAS.
&c., &c., &c. 865

W. POWELL & Co.

Filters! Filters!! Filters!!!

EARTHENWARE FILTERS.
TABLE FILTERS.
TABLE AND GLASS-WARE of every description.

W. POWELL & Co.

Hongkong, August 13, 1892 1401

THE MOUNT AUSTIN HOTEL,

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

THIS Magnificent HOTEL is situated at the most beautiful part of the Peak, the Air cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath, Luxuriously furnished, and Cuisine and Wines First-class.

THE TABLE D'HOTE DINNER,
Is served in the GRAND DINING ROOM AT 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS, Tables or Seats can be reserved for the TABLE D'HOTE, and WINES iced to order.

EVERY SATURDAY until further Notice (by kind permission of MAJOR ROBINSON and OFFICERS), the BAND of the First Shropshire Light Infantry will play during DINNER and afterwards in the Grounds of the Hotel.

For further Particulars apply to the Undersigned or to the SECRETARY at the Company's OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, *Manager*, MOUNT AUSTIN HOTEL.

Hongkong, August 1, 1892. 1327

Intimations.

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.

Hongkong, May 25, 1892. 940

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices*. 742

PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has been LEASED by the PROPRIETORS of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated and Refurnished.

A NEW and HANDSOME BAR has been Opened on the Basement, while a New BAR and BILLIARD ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING KEE,
Lessees.

Hongkong, August 12, 1892. 1398

PRIVATE BOARD AND RESIDENCE.
'GLENEALY BUILDINGS,'
(Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, July 4, 1892. 1094

Intimations.

NOTICE.

DURING the REPAIRS to the SUPREME COURT HOUSE, the COURT will Sit in SUMMARY JURISDICTION on and after the 22nd Instant at the MASONIC HALL, Zetland Street. And the COURT will Sit in ORIGINAL JURISDICTION either at the SUPREME COURT HOUSE or at the MASONIC HALL aforesaid, as may be from time to time directed.

By Order,
BRUCE SHEPHERD,
Acting Registrar.

SUPREME COURT,
11th August, 1892. 1387

TRADE MARK

CALDBECK MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

DR. KNORR'S ANTIPYRINE "LION BRAND." (Dose for adults 15 to 35 grains troy) is the most approved and most EFFICACIOUS REMEDY in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, INFLUENZA, DENGUE, and MANY OTHER COMPLAINTS. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty.

Ask for Dr. Knorr's Antipyrine! Lion Brand. Each tin bears the inventor's signature "Dr. Knorr" in red letters.

DERMATOL is the best vulnerary; its effect in stimulating the closing of wounds is described as amazing.

To be had of every reputed Chemist and Druggist.

Supplies constantly on hand at CHINA EXPORT, IMPORT & BANK COMPAGNIE, Hongkong and Shanghai, Sole Agents for China.

Beware of spurious imitations!!! 1069

BALL PROGRAMMES FOR SALE.
IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,
5, WYNDHAM STREET.

Intimations.

HONGKONG RIFLE ASSOCIATION.

A General MEETING of the above Association will be held at the CHAMBERS of the HON. SECRETARY, 18, Bank Buildings, on THURSDAY, the 18th Instant, at 4.15 p.m., to discuss, and, if approved, adopt the following Amendment to Rule 5 'Candidates elected after 30th June in any year shall only be liable for half subscription for that year.'

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 10, 1892. 1381

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP will be Shot for on SATURDAY, the 20th Instant.

Ranges, 200 and 300 yards. Time, 2.45 p.m.

MEMBERS are notified that the Range will be in the occupation of the Navy from 4 to 6 p.m. every afternoon EXCEPT SATURDAYS for a fortnight beginning Monday, 15th Instant.

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 15, 1892. 1405

WING HONG,
TAILOR, DRAPER & OUTFITTER,
HAS JUST RECEIVED
A LARGE ASSORTMENT OF NEW STYLES OF GOODS OF ALL KINDS FOR SUMMER WEAR.
All Kinds of CLOTHES MADE, AND PERFECT FIT GUARANTEED *AT LOWEST PRICES.*
Please make a call.
68, QUEEN'S ROAD CENTRAL. 1100

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.
FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenearn*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 21st Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 29th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 15, 1892. 1407

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *BATAVIA*,
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 12, 1892. 1390

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frigga*, Captain F. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, August 12, 1892. 1391

To Let.

TO LET.

NO. 4, BLUE BUILDINGS.

FIRST FLOOR, No 1, BLUE BUILDINGS.

OFFICES—2ND FLOOR, Praya Central (lately occupied by Messrs. DUNN, MELBYE & Co.)

GODOWN (under Messrs. DOUGLAS LAPRAIK & Co.'s Offices).

GODOWN, No. 1A, BLUE BUILDINGS.

SEMI-DETACHED HOUSES, at MAGAZINE GAP.

No. 2 and 2A, STAUNTON STREET (corner of the OLD BAILEY).

No. 10, OLD BAILEY.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, July 19, 1892. 1254

TO LET.

NO. 16, KNUTSFORD TERRACE, KOWLOON,—End House.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, July 19, 1892. 816

For Sale.

FOR SALE.

THE FAST BRITISH IRON SCREW STEAMER
PERSE,
Now lying in the SINGAPORE ROADS,
Gross Tonnage.....213.66.
Registered Tonnage...132.76.
Built in 1874, by H. MURRAY & Co., Port Glasgow.
ENGINES, by KOMP & HUMB, Glasgow,
Consumption..... 4 Tons.
Length.....131 ft. 5-tenths.
Breadth..... 21 ft.
Depth of Hold... 10 ft. 15-tenths.
Speed..... 9 Knots.

The *Perse* has Accommodation for 7 First-class Passengers, 10 Second-class Passengers, and 141 Deck Passengers, and has a carrying Capacity of 3,000 piculs. Sealed offers to be sent to THE OFFICIAL LIQUIDATOR at the Office of The New Oriental Bank Corporation, SINGAPORE, up to MONDAY, the 22nd August, at Noon. The *Perse* may be inspected any day from 8 a.m. till Noon.

Singapore, 22nd July, 1892. 1340

FOR SALE.

1½ RATING RACING LUGGER
HI YAH,
Built November, 1891.

CHAMPION BOAT of the HONGKONG CORINTHIAN SAILING CLUB, 1891-92.

COMPLETE—with SPARS, SAILS, RIGGING, &c.

In First-class Condition—Has been laid up in Boat-house during the Summer.

Apply to
F. L. LLOYD, R.E.,
R. E. MESS,
Queen's Gardens,
or Wellington Barracks.

Hongkong, August 12, 1892. 1394

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Co.'s Steamship
Changsha,
J. E. WILLIAMS, Commander, will be despatched as above on FRIDAY, the 19th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 2, 1892. 1334

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship
Verona,
Captain F. H. SEYMOUR, will leave for the above places on SATURDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 11, 1892. 1375

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship
Guy Mannering,
Captain FORD, will be despatched for the above Port on or about SATURDAY, 20th Inst., at 5 p.m., instead of as previously notified.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, August 15, 1892. 1367

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* PORTS OF CALL.

The Co.'s Steamship
Kintuck,
W. S. THOMSON, Commander, will be despatched as above on or about the 22nd Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, August 10, 1892. 1383

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship
Cardiganshire,
Captain PARSONS, will be despatched as above on or about MONDAY, the 22nd Instant, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 8, 1892. 1320

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glenavon,
Capt. A. J. JACOBS, will be despatched as above on or about SATURDAY, the 3rd September.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 11, 1892. 1386

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Formosa,
Capt. BATHURST, will be despatched for the above Ports TO-MORROW, the 17th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 16, 1892. 1406

FOR SINGAPORE, HAVRE AND HAMBURG.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)

The Steamship
Oceana,
Capt. J. BEHRENS, will be despatched for the above Ports on THURSDAY, the 18th Inst., at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, August 9, 1892. 1374

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship
Kaisow,
J. GRAY, Commander, will be despatched as above on or about the 19th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, August 13, 1892. 1403

Sailing Vessels.

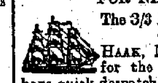
FOR SAN FRANCISCO.

The 3/3 *L.I.I.* British Ship
John McLeod,
HENDERSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, July 22, 1892. 1263

FOR NEW YORK.



The 3/3 *L.I.I.* German Ship
Carl Friedrich,
HAAK, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, August 8, 1892. 1368

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 24th August, 1892, at Noon, the Company's S.S. *SALAZIE*, Commandant PAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd August, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 10, 1892. 1382

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Victoria.....	Thursday	August 25.
A STEAMER.....	Saturday	September 3.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at Noon, on THURSDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, *viâ* INLAND SEA, NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 11, 1892. 1388

Entertainments.

WILD ANIMAL SHOW!!
WILL OPEN AT
WEST POINT CIRCUS LOT,
TO-DAY (TUESDAY).
FOR FOUR DAYS ONLY.

A COLLECTION of RARE WILD ANIMALS *fresh from the Jungle* now *en route* to America, for the *Great Barnum's* and *World's Fair* Exhibition.

A huge living two-horned black Sumatran
RHINOCEROS,
(A very rare and costly animal).
A MONSTER MAN-EATING
ROYAL BENGAL TIGER,
the largest ever captured.
A mammoth black and white
MALAYAN TAPIR,
The finest specimen ever exhibited.
AN INDIAN CHEETAH
or
HUNTING LEOPARD.

One hundred MONKEYS of all kinds and descriptions, including four large Hermit Monkeys.

DAILY FROM 10 A.M. TO 10 P.M.
At the popular price of
20 CENTS ADMISSION.

Hongkong, August 16, 1892. 1397

THEATRE ROYAL,
CITY HALL.

GRAND ATHLETIC TOURNAMENT.

Under the most distinguished Patronage of HIS EXCELLENCY THE GOVERNOR, H.E. THE COMMANDER-IN-CHIEF, &c., &c.

'BILLY' WATERS, the COLUMBIAN CHAMPION MIDDLE-WEIGHT, will give EXHIBITION SPARS with AMATEURS AND PROFESSIONALS.

THE CITY HALL
ON
SATURDAY, the 20th Instant.

Further Particulars at an early date.

Hongkong, August 11, 1892. 1389

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CHARGER, American ship, Capt. Goddell.—Captain.

ELSE, German ship, Captain H. Bremers.—Siemssen & Co.

ISAAC REED, American ship, Capt. F. D. Walds.—Reuter, Brücklemann & Co.

T. D. BISCHOFF, German ship, Capt. H. Meyer.—Melchers & Co.

VELOCITY, British barque, Captain R. Martin.—Chinese.

Mails.

CANADIAN PACIFIC RAILWAY CO.'s ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China	Saturday	August 20.
Empress of India	Saturday	Sept. 10.
Empress of Japan	Saturday	October 8.

THE R. M. S. *EMPRESS OF CHINA*, R. ARCHIBALD, Commander, sailing at Noon, on SATURDAY, the 20th August, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One, way Fares.	Prepaid Return 4 Mos	Prepaid Return 12 Mos
Vancouver, Victoria, Esquimault, New Westminster, B.C. ..... Port Townsend, Seattle, Tacoma, Wash ..... Portland, Ore., San Francisco, ...	225	338	394
Banff, Calgarry Alba	255	383	487
Winnipeg, Man	275	413	432
Minneapolis, St. Paul, Duluth Minn.	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo ..... Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls N.Y. ..... Kingston, Ottawa, Ont., Montreal, Quebec, Que New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa. ..... Washington, D.C., Boston, Mass Portland Me. ..... Halifax, N.S., St. John, N.B.	310	465	543
Liverpool, and London via Liverpool	325	575	650
Paris via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR-INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to the Company's office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

E. HOLLOWAY,
General Agent,
OFFICE: *Pedder's Street.*

Hongkong, July 30, 1892. 1318

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI,
PLYMOUTH AND LONDON:
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PENINSULAR*, Captain A. C. LOGGIN, with Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on THURSDAY, 18th Instant, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay *without transhipment*, arriving one week later than by the ordinary direct route *viâ* Colombo. Tea will be sent either *viâ* Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 9, 1892. 1377

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, *VIA* OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
China, v. Honolulu ....SATURDAY, Aug. 20.
Peru.....THURSDAY, Sept. 8.
City of Rio de Janeiro...THURSDAY, Sept. 29.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA and HONOLULU, on SATURDAY, the 20th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Liverpool and London	$325.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	295.00
Cincinnati, Ohio.....	302.30	301.50
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.95	3 2.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 " $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana, Trinidad and Demerara, and to ports in Mexico Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 19, 1892. 1253

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Palamed*, Captain JACKSON, will be despatched as above TOMORROW, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 16, 1892. 1408

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Telemachus*, Captain JONES, will be despatched as above on THURSDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 16, 1892. 1344

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Aden*, Captain E. STREET, will leave for the above place at Daylight, on FRIDAY, the 19th Instant.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 16, 1892. 1410

FOR SHANGHAI.

The Steamship *Mathilde*, Captain P. MOOS, will be despatched for the above Port on FRIDAY, the 19th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, August 16, 1892. 1415

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Kutsang*, Captain W. H. JACKSON, will be despatched as above on TUESDAY, the 23rd Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 16, 1892. 1413

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Berenice*, Captain MERSA, will be despatched as above on the 26th Instant, at 1 p.m.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 16, 1892. 1411

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK *VIA* SUEZ CANAL.

The Co.'s Steamship *Telamon*, Capt. JACKSON, will be despatched as above on SATURDAY, the 3rd September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 16, 1892. 1409

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutsing*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after the 17th Inst., at 4 p.m., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 16, 1892. 1412

Dakin, Cruickshank & Company, Ltd.,
CHEMISTS, &c.

WHOLESOME SUMMER DRINKS.

DAKIN & Co.'s LEMON SQUASH.
GINGER ALE.
QUININE TONIC WATER.
LEMONADE.
SARSAPARILLA.
PHOSPHOZONE the Children's Favorite.

FRUIT SYRUPS made from the Juice:—
RASPBERRY, STRAWBERRY, BLACK CURRANT, JABGONELLE PEAR, LEMON, PLUM.

Quarts 75 Cents, Doz. $8. 1395

To-day's Advertisements.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on WEDNESDAY, the 24th Instant, at 4.15 p.m., at the Rooms of the CHAMBER, City Hall, to consider the working of Ordinance No. 15 of 1891 during the period in which it has been in operation.

'An Ordinance to amend the Law in respect to the Sale of Shares in Companies registered under the Hongkong Ordinances 1865 to 1888, and in other Joint Stock Companies.'

By Order,
ADAM LIND,
Acting Secretary.

Hongkong, August 16, 1892. 1414

SHIPPING.

ARRIVALS.
August 15:—

Verona, British steamer, 1,876, F. H. Seymour, Yokohama August 6, Mails and General.—P. & O. S. N. Co.

Fu Ping, Chinese steamer, 526, J. Watts, Tientsin and Chefoo August 9, 5 p.m., Coal and General.—CHINESE ENGINEERING AND MINING Co.

Oceana, German str., 1,636, F. Behrens, Kobe August 9, General.—SIEMSSEN & Co.

August 16:—

Canton, British str., from Whampoa.
Amigo, German str., from Whampoa.
Peninsular, British steamer, 2,711, A. C. Loggin, Shanghai August 13, Mails and General.—P. & O. S. N. Co.
Cicero, British str., 1,003, A. George, Cebu August 10, Sugar.—ARNHOLD, KARBERG & Co.
Kutsang, British steamer, 1,495, W. Hall Jackson, Calcutta July 30, Penang August 6, and Singapore 10, Opium and General.—JARDINE, MATHESON & Co.
Aden, British steamer, 2,517, E. Street, London July 1, and Singapore August 10, General.—P. & O. S. N. Co.
Palamed, British steamer, 1,489, C. Jackson, Liverpool July 1, and Singapore August 11, General.—BUTTERFIELD & SWIRE.
Namoa, British steamer, 863, Roach, Foochow Aug. 11, Amoy 12, and Swatow 15, General.—DOUGLAS STEAMSHIP Co.
Strathdee, British steamer, 1,709, Pattie, New York June 18, General.—DODWELL, CARRILL & Co.
Pakshan, British steamer, 835, J. Jenkins, Saigon August 12, Rice.—HOP HING HONG.
Taicheong, German steamer, 826, J. Spiesen, Deli August 9, Ballast.—MEYER & Co.

DEPARTURES.
August 16:—

Michael Jebsen, for Macao.
Cathay, for Shanghai.
Tai Yick, for Chefoo.
Alwine, for Hoihow.
Cheung Hock Kiu, for Amoy.
Pekin, for Amoy.
Yung Ping, for Chefoo.
Zafiro, for Amoy.
Nanchang, for Foochow.
Hiroshima Maru, for Kobe.
Nizam, for Singapore and Bombay.
Fu Ping, for Whampoa.

CLEARED.

Chusan, for Haiphong.
Arochie, for Hongay.
Glenearn, for Shanghai.
Triumph, for Hoihow.

PASSENGERS.
ARRIVED.

Per *Fu Ping*, from Tientsin, Mrs Roberson, and 1 Chinese.

Per *Kutsang*, from Calcutta, &c. Major Bell Irving, Messrs Theodore Morrison, and D. N. Mehta, and 620 Chinese.

Per *Palamed*, from Liverpool, &c., 8 Police, and 218 Chinese.

Per *Verona*, for Hongkong: from Yokohama, Capt. Butcher, 1 Chinese and child, Mr D. Kennedy; from Kobe, Mr and Mrs Ho Seu Hoi and child, Mr Chan Yut Yow, and 1 Chinese; from Nagasaki, Mr Inada, Mrs Ah Chung, and Mrs Ah Kong. From Yokohama: for Singapore, Messrs Cassambhoy, Jaffurbhoy and Tumsodeen. From Kobe: for Singapore, 1 Japanese; for Penang, Messrs Maylor and Broadrick; for London, Mr and Mrs Morrison.

Per *Peninsular*, from Shanghai: for Hongkong, Mr Choi and native servant, Mr G. Bain and native servant, Mr K. Schmidt and native servant, Mr C. Wanchien and native servant, Capt. Bohn, and 8 Chinese.

Per *Namoa*, from Coast Ports, 1 European, and 160 Chinese.

Per *Pakshan*, from Saigon, Messrs Gannet Sugerman, Joseph B. Shorer, Peter B. Shorer, Joseph Beatrus, and 90 Chinese.

Per *Taicheong*, from Deli, 17 Chinese.

DEPARTED.

Per *Hiroshima Maru*, for Kobe, Mr and Mrs Fukuhara, Messrs Richard Roskell, A. Rodriguez, W. S. Fyfe and Fukui.

Per *Nanchang*, for Foochow, 20 Chinese.

Per *Nizam*, for Singapore, 271 Chinese.

TO DEPART.

Per *Chusan*, for Haiphong, 12 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Fu Ping* reports: From Chefoo to Shaweishan, moderate weather; from thence to Steep Bluff, fresh S.E. breeze and heavy Easterly swell; from Steep Bluff to Hongkong, clear weather and variable winds, with smooth sea.

The German steamer *Oceana* reports: On the 11th August, in 30° N., 127° East, gale from the S.S.E. and South.

The British steamer *Cicero* reports: Experienced light variable winds throughout the passage, with occasional heavy showers of rain.

The British steamer *Kutsang* reports: Left Calcutta, with strong S.W. wind and heavy sea, cloudy sky and heavy squalls to Table Island; thence to Penang, wind and sea moderate, weather clearing. Penang to Singapore, light variable winds, fine clear weather. Singapore to Hongkong, light variable winds, smooth sea, and clear sky.

The British steamer *Palamed* reports: Light winds and fine weather.

The British steamer *Namoa* reports: Left Foochow on the 11th, and experienced light Southerly airs, and fine clear weather to Amoy. Left Amoy on 12th, Swatow on the 15th; from Amoy to Swatow, light South-Easterly breeze, and heavy swell; from Swatow to port, moderate Westerly breeze, and fine clear weather. Steamers in Foochow, *Crown of Arragon* and *Yiksang*. Steamer in Amoy, *Wenchow*. Steamers in Swatow, *Woosung*, *Whampoa* and *Hoihow*.

The British steamer *Pakshan* reports: From Cape St. James to Cape Padaran, fresh S.W. wind and heavy rain; from Padaran to Paracels, Northerly winds and rain; from Paracels to port, light variable winds and calms.

The German steamer *Taicheong* reports: First two days squally, rain and lightning; then moderate breeze from W., E.S.E; last two days beautiful clear weather, calm and smooth sea; high and steady barometer whole passage.

MEMOS. FOR TO-MORROW

Shipping.

Noon.—*Formosa* leaves for Swatow, &c.

Palamed leaves for Shanghai, &c.

Amusements.

10 a.m. to 10 p.m.—Wild Animal Show at West Point Circus Lot.

Miscellaneous.

Goods per *Kutsang* undelivered after 4 p.m. landed.

A. S. WATSON & Co.,
LIMITED.

AERATED WATERS.

GINGERADE.
GINGER ALE.
LEMONADE.
LEMON SQUASH.
LITHIA WATER.
PHOPHORIC CHAMPAGNE.
POTASH WATER.
RASPBERRYADE.
SARSAPARILLA.
SELTZER WATER.
SODA WATER.
TONIC WATER.

IN the Manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The Water used is subjected to a perfect system of filtration, daily examinations and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.—Waters are packed and placed on Board at Hongkong Prices, and the full amount allowed for Packages and Empties when received in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS:—RASPBERRY, STRAWBERRY, LIME, DAMSON, BLACK CURRANT, PINE APPLE, ORLEANS PLUM, MORELLA CHERRY and GOOSEBERRY.

FRUIT SYRUPS:—LEMON, LIME JUICE, RASPBERRY, STRAWBERRY, ETC.

Prepared from genuine Fruit Juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with Plain or Aerated Water, they make delightful summer drinks.

AGENTS FOR
MONTSERRAT LIME JUICE AND CORDIAL.

WINES AND SPIRITS.

PORTS, SHERRIES, CLARETS, BURGUNDIES, HOCKS, CHAMPAGNES, BRANDIES, WHISKIES, GIN, RUM and LIQUEURS.

A large selection of CHOICE OLD BRANDS.

Full Particulars and Prices on application.

TOBACCO,
CIGARS AND CIGARETTES.

A complete Stock of all the best and most popular Brands.

VIN DE QUINQUINA.

A Medicinal Wine agreeable to the taste containing the valuable properties of CINCHONA BARK combined with a Choice Brand of Red Wine.

Its powerful antifebrile qualities tend to ward off attacks of malarial fever, and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, July 21, 1892. 1258

BIRTHS.

At Bubbling Well Road, Shanghai, on the 8th Instant, the Wife of A. VISSIERE, Acting Consul-General for France, of a Son.

At Shanghai, on the 11th Instant, at 'The Elms,' Bubbling Well Road, the Wife of PH. LIEDER, of a Daughter.

DEATHS.

At Shanghai, on the 9th August, Mrs. VERGENI VANHAMME, the beloved wife of F. Vanhamme of Brussels, Belgium, deeply regretted, aged 55.

At Shanghai, on the 10th August, Mrs. MARIE OVERBECK, the beloved wife of Chas. Overbeck.

The publication of this issue commenced at 7.35 p.m.

The China Mail.

HONGKONG, TUESDAY, AUGUST 16, 1892.

IT has not been found difficult, apparently, to drive the proverbial coach and four—or, perhaps, we should say in this case a steamer and cargo—through the Sunday Labour Ordinance which came into force last month in the Straits Settlements. The ordinance, like its prototype in this colony, contains a clause which says that 'cargo shall not include mails, personal luggage, live stock, ice, or articles of food of a perishable nature.' Relying on this clause as a means by which the restrictions of the ordinance might be legally evaded, the Straits Company, who own a number of vessels trading between Singapore and Malacca, which carry large quantities of fruit, seem to have determined not to lose the opportunity for profiting by the supposed exemption. On two occasions vessels belonging to the company took on board cargoes of fruit at Malacca on Sundsy, quite in the ordinary course of trade, as if there was no such thing as a Sunday Labour Ordinance in existence. The result was that the masters of both steamers, the *Malacca* and the *Sappho*, were summoned by the harbour authorities for a contravention of the ordinance. The charge against the master of the *Malacca*, Captain Harmer, was proceeded with first, and as it was dismissed, we presume no steps were taken to bring the other case to trial. The Harbour Master, who conducted the case for the prosecution, seemed to take very much the same view of the saving clause as had been taken by the Straits Company. He stated that it was merely a test case, and after giving evidence as to the shipping of the fruit allowed the case to go without argument. It was submitted by the solicitor for the defence that the particular kinds of fruit in question, namely *durians* and *mata kuchings*, being of a perishable nature, came within the saving clause. The Court, taking the same view, dismissed the case, declining to make any distinction between different kinds of fruit or as to their different degrees of perishableness, thereby holding, we take it, that cargoes of fruit of any kind may be shipped or discharged on Sunday without let or hindrance. Now, whether this decision is strictly in accordance with the letter of the law or not, it is certainly antagonistic to the spirit of it. But we question very much whether it can be justified on a purely literal interpretation of the saving clause, unless it is taken absolutely alone and without reference to the general tenor and intent of the ordinance. The exclusion of 'mails, personal luggage, live stock, ice or articles of food of a perishable nature' from the definition of cargo is obviously intended as a separation of these particular things from the general freight of the ship and not as an exemption extending to the whole cargo. When this ordinance was being discussed, we suggested that there were certain points in regard to which it would be well to follow the Hongkong ordinance more closely than it was at first proposed to do. The wording of the saving clause referred to is one matter, however, in which a divergence from the local Sunday Cargo Working Ordinance might have been advisable. The clause works well enough here, where we do not have steamers either loading or discharging cargoes consisting of 'articles of food of a perishable nature;' but if the interpretation which has been put upon it in the Straits is to be regarded as the correct one, the sooner an amendment is made the better. We cannot suppose that it was intended to exempt from the operation of the ordinance steamers carrying cargoes consisting entirely of perishable articles of food, because if that were so the exemption would be specifically stated. Of course, there might be circumstances in which the fact of a vessel being so freighted would form a good and sufficient reason for the granting of a permit allowing the discharge of cargo. As regards the loading of such cargo the case is somewhat different, although it is possible to conceive conditions under which permission for this might reasonably be given. In the case of the *Malacca*, or that of the *Sappho*, we fail to see any reason for such an enormous expansion of the saving clause as was made in their favour. It seems like giving a special advantage to one company, which can only tend to aggravate any feeling of soreness that may exist among the general body of shipowners in connection with the restrictions of this ordinance, or even to create such a feeling, and anything of that kind ought to be most carefully avoided.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(Via Southern Line.)

SCENE IN THE HOUSE OF COMMONS.

LONDON, 13th August, 1892.

Great excitement prevailed in the House during the division on the vote of want of confidence, members waving their hats amidst cries of 'down with coercion.'

RESIGNATION OF THE MINISTRY.

The Marquis of Salisbury has gone to Osborne to tender his resignation to the Queen.

(From Singapore papers.)

SIR CHARLES DILKE AND EGYPT.

Next Session Sir Charles Dilke intends to move a resolution in the House of Commons to neutralise Egypt and to place that country under European guarantee.

A TYPHOON.

Dr. Doberck writes to-day:—Typhoon in the Pacific East of Formosa. Barometer falling. Gradients slight for S.W. winds. Weather clear, hot and rather dry. (Issued at 10.25 a.m.)

THE *Hyogo News* gives an account of a case of forgery at Kobe which was detected by Mr E. Whittall of the Hongkong and Shanghai Bank. It seems that some Japanese wrote to the Bank, in the name of Mr Bardens, for a cheque book, and, as the signature was very similar to that of Mr Bardens, a cheque book was handed to the bearer of the letter. With this cheque book a cheque was forged for $560 in the name of Messrs Vantine and Co. The man who had forged the cheque sent one of his accomplices to cash it at an Exchange shop, and the messenger having done so he bolted with the money. The Exchange dealer passed the cheque on to another dealer who, having an account with the Nippon Ginko, paid it in in the usual way. According to their usual practice the Nippon Ginko sent it around with thirty or forty others to the Hongkong and Shanghai Bank to be cashed. The duty of examining such cheques devolves on Mr Whittall. He immediately detected the forgery and refused payment, when enquiries elicited the details we have given.—The same paper of a later date says:—We learn that the man who sent to the Hongkong Bank for a cheque book in the name of Mr Bardens is in the hands of the police and that one of the men who received some of the money, if he did not commit the forgery, is also in custody.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Windsor, Ardanmhor*, July 8; *Hounslow, Strathdee*, 15; *Ghazee*, 19; *Thiebe*, 2; *Electra, Palinurus, Emma*, 26; *Hesperia*, 29; *Achilles, Carmarthenshire*, Aug. 2; *Myrmidon*, 6; *Bayern, Glenartney, Moyune, Nanking, Colonist, Malacca*, 9; *Strathavon*, 12.

HOMEWARD BOUND:—*Benlomond*, July 22; *Glenshiel*, 26; *Glaucus Prometheus*, 29; *Glamorganshire, Hector*, Aug. 5; *Diomed, Melpomene, Ningchow, Stentor, Caledonien, Flintshire*, 9; *Niobe, Rohilla, Formosa*, 12.

The O. & O. Co.'s s. s. *Belgic*, with the AMERICAN MAIL of 28th July, leaves Yokohama on Saturday, Aug. 13, at daylight, and may be expected here on or about Thursday, Aug. 18.

The M. M. Co.'s s. s. *Melbourne*, with the French Mail of July 22, leaves Singapore on Tuesday, Aug. 16, at 9 p.m., and may be expected here on or about Wednesday, Aug. 24. This packet brings replies to letters despatched from Hongkong on June 15.

The Northern Pacific s. s. *Loo Sok* left Tacoma on July 28 for Yokohama and Hongkong.

The P. M. S. S. Co.'s s. s. *Peru*, with mails &c., left San Francisco for this port *viâ* Yokohama on Aug. 4.

The R. M. S. *Empress of India* left Vancouver for Hongkong *viâ* Yokohama, Kobe and Shanghai on Aug. 7.

The China Mutual Co.'s steamer *Kaisow*, from London and Liverpool, left Singapore for this port on Aug. 13, and may be expected here on or about Aug. 19.

The Glen Line steamship *Glenogle*, from New York for this port, left Singapore on August 15, and may be expected here on or about Aug. 21.

The s.s. *Catherine Apcar*, from Calcutta, left Singapore on Aug. 16, and may be expected here on or about Aug. 22.

The N. G. I. s. s. *Bormida* left Bombay for this port on Aug. 15, and may be expected here on or about Sept. 2.

The P. & O. Co.'s s. s. *Lombardy* left Bombay for this port on Aug. 10.

THE s. s. *Melbourne*, with the next French mail, will leave Singapore at 9 p.m. to-day, for this port.

MESSRS. David Sassoon, Sons & Co. inform us that the s. s. *Catherine Apcar*, from Calcutta, left Singapore for this port to-day.

MESSRS Carlowitz & Co. inform us that the N. G. I. steamer *Bormida* left Bombay for this port yesterday, and may be expected here on or about the 2nd September.

FOR stealing provisions from his employer Mr W. J. Nicholl, Pun Tin, house boy, was sent to prison for ten days by Mr W. C. H. Hastings to-day. Before being discharged from prison the prisoner will receive twelve strokes with a rattan.

TO-DAY, in Chambers, His Honour Mr Fielding Clarke, Chief Justice, adjudicated Mr George R. Stevens, merchant and commission agent, as bankrupt. The Official Receiver (Mr C. F. A. Sangster), as Trustee, and the Committee of Inspection appointed at a meeting of the creditors have decided to allow Mr Stevens to carry on business.

YESTERDAY the Crown lot on the north side of the Naval Yard at Kowloon, containing 132,300 square feet, was exposed for sale by public auction by Mr C. C. Malsch, engineer, Public Works Department. There were present Hon. E. R. Belilios, Mr W. Danby, and Mr Granville Sharp. The upset price was $13,230, and the lot was bought by Mr Belilios for $13,255.

INFORMATION was received by cable to-day by the agent of the Canadian Pacific Company that the *Empress of Japan* put into Hakodate on Friday in consequence of fire having broken out on board the vessel after leaving Yokohama. The fire was in the after part of the ship, but no information was given in the cablegram as to the extent of the damage done. She proceeded on her voyage yesterday.

THE P. & O. steamer *Verona*, Capt. Seymour, reports that on the morning after leaving Nagasaki she crossed the N.E. quadrant of a typhoon. Though the glass did not fall very much, she experienced a moderate to strong Southerly gale, which lasted twelve hours, accompanied by a very heavy swell and a strong Northerly set. This was followed by strong S.W. winds as far as Turnabout, but after passing that point very fine weather was experienced.

At the Magistracy this morning a Hollander, named W. S. von Yochouski, was charged by Mr F. Howell, bailiff, with assaulting a watchman and destroying some furniture seized under distraint in a house at 12, Bridges Street. The evidence showed that Yochouski cut an oil painting out of its frame and broke the panel of a wardrobe. He was fined $5 by Mr Hastings, with the alternative of fourteen days' imprisonment.

H.M.S. *Redpole* left Shanghai on the 8th for Chefoo.

THE Nagasaki *Rising Sun* of August 3 says:—The U.S.S. *Marion* left yesterday, bound to Hakodate *viâ* Kobe and Yokohama. There is a rumour that the U.S. fleet, with the exception of the 'lame duck' *Pales*, will rendezvous in Hongkong about two months from date.

THE *Straits Times* of the 9th inst. says:—The *Medusa*, which arrived from Bangkok yesterday, had on board Mr M. Mathews, an *attaché* of the British Consulate in Bangkok, who was suffering from serious injuries to the throat, alleged to be self-inflicted, while in a state of delirium. Mr Mathews is in the General Hospital, and is expected to recover.

According to the *Kobe Chronicle*, of two hundred foreigners who are now at Arima one hundred and eighty are missionaries.

Admiral Freemantle, we regret to learn, has met with an accident in Hakodate. During the course of a paper hunt his pony fell with him on a hard road and broke one of his ribs. The injury has not proved sufficiently severe, however, to confine the Admiral to bed, and his complete recovery may soon be looked for.—*Japan Mail.*

The final results of the voting in Tokyo and Yokohama with reference to the Home Elections are as follows:—

Conservatives	187
Liberal Unionists	19
Liberals	25
Total	231

Combining the above figures with those for Kobe, we have the following totals:—

Conservatives	253
Liberal Unionists	22
Liberals	35
Total	310

The *N.-C. Daily News* on the 12th inst. says:—A British bluejacket was poisoned, almost with fatal results, at the bar at the Lyceum on Wednesday night. He called for a small bottle of stout and drank it off quickly, without noticing until too late that it was ink that had been given him. He was taken to Dr. Macleod's and thence to the Hospital, where the stomach-pump and other remedies were applied with success, but he had a narrow escape. He was perfectly sober when he called for the drink, but being engaged in conversation did not notice what he was drinking.

Judgment has been given for the defendants, with costs, in the action recently raised in the Supreme Court, Shanghai, by the owners of the *Hsin Tiao Kou* junk, and on behalf of the Yung Chang Cheng Hong, owners of the cargo laden on board the junk, against Messrs Melchers & Co., agents of the British steamship *Tehsing*, (Captain W. J. Thacher, master), for damages for the loss of the junk and cargo, in a collision which occurred on the night of 26th April last on the Yangtze river about 1½ miles below Tatung. The sum claimed was Tls. 11,000. Mr H. P. Wilkinson appeared for the plaintiffs, and Mr A. P. Stokes for the defendants.

All foreigners in China will hear with great pleasure, says the *N.-C. Daily News*, that H.B.M.'s Consul at Hankow, Mr Chris. Gardner, proposes to take a very important step towards stopping the farther issue of anti-foreign placards in Hunan. He proposes to beard the Hunan lion in his den by visiting the Governor of the province at Changsha, whither he will be conveyed by H.M.S. *Esk*, and we may be confident that the braggart voices of the Hunanese, who have vowed that their sacred soil shall never be polluted by the armed foot of the foreigner, will be hushed to a respectful murmur when they see a British man-of-war at anchor in the river that bathes their Capital. It is a bold and at the same time a very politic step, and we congratulate all the powers that be that have had to be consulted before it could be taken, on having decided on sending a British Consul, and so able a man as Mr Gardner, in a British man-of-war into the heart of Hunan.

INSTITUTE OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

GENEROUS GIFT BY MR D. GILLIES.

Yesterday evening a meeting of the Institute of Engineers and Shipbuilders was held under the presidency of Mr David Gillies, President of the Institute. There was a large attendance, notwithstanding the trying heat, and the members were accompanied by many friends. As representing the British Mercantile Marine Officers' Association, Captain G. C. Anderson and Captain Tillett were among those present. The meeting was held in the Institute's new rooms, which are a considerable improvement on its former habitation. Handsomely fitted up and tastefully arranged, besides being supplied with a most complete stock of current literature, the large reading room is sure to attract many members, while both the billiard rooms and all the other accommodation have been arranged with a view to the comfort of members and their friends. As if to show they were determined to march in the front rank of scientific progress, the Committee have had the front rooms fitted up with the electric light. Last night's meeting was of a sociable character, but the opportunity was taken to submit an informal statement of the position of the Institute in regard to finances and membership, to urge upon the members the continuance of their hearty co-operation with and support to the Committee of Management, and to make suggestions for widening the sphere of the Institute's operations by becoming more actively the educational force its originators designed it to become. Not the least important feature of the meeting was the generous offer of the President to give $250 as the nucleus of a Library Fund. The offer came as a complete surprise to the committee and members, who were unanimous in their praise and recognition of Mr Gillies' liberality.

In opening the proceedings the President said—We have met together this evening to have a look into the position of the Institute and to see what it has been doing during the last quarter. I am glad to say that the information that has been put into my hands shows that you have been making considerable progress. You have reduced your liabilities very considerably, and I think you are in a much better position now than you were three months ago (applause). I think before saying much more I had better read to you the notes which have been put into my hands by your worthy Secretary and Treasurer. I find that you added 13 new members in the quarter from April to June and that you have now a membership of 136 (applause). Owing to difficulties with the proprietor of the rooms previously occupied by you the Committee had to look out for new premises, and have taken these rooms which have been found more suitable, which give more accommodation, and which have been secured at a considerable reduction of rent. It is a very important thing that we should have better accommodation—much more commodious rooms—and yet have less expense for rent. The change seems to be appreciated by the members as shown by the increased number of visits to the rooms, and the Committee, always considering the comfort of the members, decided to bring electric light into the front rooms, and although that means an enlarged expenditure the additional comfort will be duly appreciated by the members (applause). One event during the quarter should be noted, namely, the reading of a paper on 'Economy in Steam Navigation' by Mr W. S Bailey. The large attendance of members showed how interested they were in Mr Bailey's remarks, and after the paper was printed and circulated there was a well-attended meeting at which the paper was fully discussed. These are the particulars furnished by your Secretary, Mr Kinghorn. Mr Gillies next referred to the accounts which presented a very satisfactory statement of the finances, and, proceeding, said—In starting in a new place there are always a number of little things to be done which might wait in the old quarters so that even better results may be expected in the future. This Society has every reason to congratulate itself on the progress it has made. I think until this Society was started very little was heard about the engineers of Hongkong, and now that they have attained for themselves a habitation I hope a little more will be heard of the talent and ability which I am sure exists among very many I see present. I was very sorry I had not the opportunity of being present while the paper on that interesting subject of 'Economy in Steam Navigation' was read by Mr Bailey. I think you will all admit that this is a theme which possesses great interest for engineers and it is one I would recommend to the careful study of everyone present; and I am sure if you were all to apply yourselves with the zeal and earnestness of Mr Bailey each of you would be able to give us equally able papers which would not only be a benefit to this Institute but would convey a vast amount of useful information to every member of it. We are all capable of giving information to each other if we would only try. I am sorry I have not been able so far to set an example, but if I have more time I hope to have the pleasure of reading a paper before this Institute (applause). I hope other members will not be deterred from preparing papers on their own account. Any paper will be received very gratefully by the whole of us and will be very much appreciated indeed. Engineering, as you are aware, has made very great progress during the last twenty or thirty years. When I came out here I went on board a vessel at Aberdeen Dock, and I inquired for the chief engineer of the ship which was a ship of war belonging to the French Government. They hunted up a man out of the engine-room, and he was in such a state I could scarcely shake hands with him. He asked me to come to his room. I went and found it was a small cabin where he was scarcely able to turn, and which he had to share with the second engineer. He told me his lot was a very hard one on board the ship. His pay was very small, and he was not allowed to leave the vessel without the consent of the executive officer in charge of the deck. These were, indeed, very hard times. Of course, engineers on board English ships were not placed in such a low position as the chief engineer on board this French vessel, but still there have been great improvements even in the position of engineers on board our own Mercantile Marine. I think they merit the promotion they have received and the many little comforts added to them on board ship. I believe it is due in a large measure to the engineers of the Mercantile Marine that we see the great progress made not only in marine engines but in marine architecture (applause). Engineers have taken a leading part in naval architecture, and they have set the example to the naval architects of the day. They have certainly shown the architects a great many things, and shown them a great deal more in the way of energy and skill. The engineers have always tried to improve on what had gone before. I think the engine is always kept ahead of the ship. No doubt, of late, great improvements have been made in shipbuilding; twenty years ago I dare say it was a good deal a matter of the rule of thumb. But the engineers always required a certain amount of scientific knowledge. If a mistake was made with regard to a ship—if she drew a foot or two more or less or came within a knot or two of her speed—it did not matter a great deal; but, as a rule, the engines have always been found to do their duty and I think, in the present day, the *kudos* which is given to the shipbuilders should be shared in great measure by the engineers (applause.) I hope the engineers of Hongkong will not leave it to their own brethren at home to carry on that progress, and I hope everyone here will try to add a little, be it ever so little, to his own knowledge and the knowledge of his friends. I think this Institute will fail in the programme it has laid down for itself if it exists simply as a place of recreation and leisure for its members. It was intended from its inception that this Institution should go further and create in the members an aspiration to learn something they did not know before. Your tables are furnished with all the necessary publications on every subject, and there is no lack of information if anyone chooses to apply it; so I again express the hope that before long I shall have the pleasure of being asked to come to these rooms to hear a paper from some of the gentlemen I now see before me (applause).

Mr Ramsay, Chairman of the Committee of Management, presented the prizes won in the recent billiard handicap tournament. The handsome silver cup was won by Mr E. L. Comar, and the gold locket by Mr J. R. Wilson. Mr Ramsay took the opportunity of complimenting the Secretary on the taste he had displayed in the decoration and arrangement of the rooms, and hoped the members would show their appreciation by taking every advantage of the facilities offered by the Institute.

Mr J. W. Kinghorn, Secretary, said he was very pleased to inform them that he had received a promise that another paper would shortly be produced and read to the members, but he was not at liberty to divulge the title of the paper. He hoped every member would make a strong endeavour to attend and to take part in the discussion, so as to give the writer of the paper and the Committee some encouragement (applause). He threw out the suggestion that a prize should be offered for a paper on a given subject, and spoke strongly in favour of the establishment of a library. The Institute would not deserve its name until a library, and especially a reference library, was supplied. It was almost impossible for the greater number of sea-going members to write a paper unless they had the use of a library, and he did not see why the Institute should not have one of the best libraries in the East (applause). It was not a very difficult thing to get up a library of this sort once the proposal was taken up.

The President said he had listened with pleasure to Mr Kinghorn's proposal with regard to forming a library, and he would be very glad to head a subscription list with $250. He thought that would set the matter going (applause). He was sure they were all aware of the great advantage it would be to have a library such as Mr Kinghorn had proposed. It would be of great use indeed to an engineer coming to Hongkong to look up any little point which might have caused him worry and uneasiness during the voyage. As they knew it was almost impossible to carry many books on board ship, and the opportunity of looking up any point on arrival in Hongkong might be an inducement to that engineer to carry his researches further. He hoped before long a library would be one of the things they would all be proud of in connection with this Institute (applause).

Mr R. Mitchell, Treasurer, made a short speech with reference to the financial position of the Institute, and referred to the generous gift of their worthy President.

Mr John Mitchell was pleased with the evident desire to enhance the educational efforts of the Institute. He suggested the formation of a museum, and referred to a number of specimens which had been sent out to the Institute by the Steel Company of Scotland. He promised to read a paper on the subject of 'Accidents,' and hoped to have the co-operation of members in bringing anything bearing on the subject to his notice.

Mr W. H. Walker, after referring in fitting terms to the gift of the President, reminded the members that, while it was intended to develop the social amenities of residence in Hongkong, the Institute from the first was placed upon an educational basis. The Committee had met the social want by obtaining comfortable rooms where members could meet and entertain friends. The object of the Institute was, first, to make of the man a better mechanic, and, second, to make of the mechanic a better man (applause).

On the motion of Mr Andrew Johnston a hearty vote of thanks was awarded to the President and the Committee of Management.

The President briefly acknowledged.

Mr Ramsay proposed a vote of thanks to the visitors, whom they were always pleased to have amongst them.

Capt. G. C. Anderson, as a representative of the shipowning interests, acknowledged the compliment, and congratulated the Institute on the rapid progress it had made and the success which had attended the efforts of its officials. He alluded to the important position now occupied by the engineering profession, to the valuable assistance they in Hongkong would be able to give the Government in the event of the outbreak of war, and to the utility, in the same connection, of the Docks in Hongkong.

A long programme of vocal and instrumental music was gone through, and after a very enjoyable evening the usual votes of thanks were accorded.

THE TYPHOON IN FORMOSA.

GREAT DESTRUCTION.

The following graphic account of the recent typhoon in Formosa is given by the *N.-C. Daily News* correspondent:—

Misfortunes never come singly, say the secular scriptures, and really late events have fulfilled the dictum in Formosa! Not long ago I had to report one of the severest and most distinctive earthquakes that has been known here for forty years, and now it is my painful duty to tell you of a typhoon, the terribly disastrous effects of which are unequalled even in native traditions. South Formosa, at least as far north of this division as lies within our immediate ken, has been simply devastated, and the amount of distress must be very great, indeed we know it is, by reason of the great number of families rendered homeless and destitute of means for carrying on existence.

NO WEATHER TELEGRAMS FROM HONGKONG.

For some reason not explained it is not thought practicable to send or at any rate we have never been favoured with weather telegrams from the Hongkong Observatory, though, through the courtesy and energy of the Imperial Maritime Customs, telegrams are despatched twice daily from Anping to Hongkong. This non-reciprocity on the part of Hongkong is severely felt, for, although, as will be seen by what follows, our barometers are sure and trusty guides in the S. W. monsoon, still having their cautions corroborated by detailed news of what is actually happening in the south would most materially help us to be certain of that which our glass can only, in the first instance, suggest as likely to occur. Feeling how important such information is, and in despair of getting any attention to our wants from the Hongkong Observatory, the managers of the launch companies have combined to subscribe for copies of the weather telegrams, announcing serious meteorological changes, received in Amoy. These messages, sent by a kindly correspondent at that port, have of course, to be paid for at full rates, but in view of their value this fact is deemed insignificant. Although, in face of the overwhelming nature of the late storm, premonition and preparation could do but little to modify results, still something was undoubtedly effected if only by the saving of life in junks and fishing craft, who, being advised of approaching danger, at least, kept in harbour or at home. For several years at Takao storm signals have been displayed at the Manson Memorial Hospital, for the benefit of the seafaring and fishing members of the native population. If grateful acknowledgements and confidence in the system, together with the fact that those frequent disasters, consequent on boats, etc., being caught at sea by unexpected gales and typhoons, such as used to occur prior to the establishment of the signals, and have, since the institution of the latter, been almost entirely avoided, if all these may be taken as evidences of the usefulness of the system, then we have reason to be satisfied with even the little that has so far been effected in the direction of self-help. On the principle of 'Heaven helping those who help themselves,' it is possible the astronomer at Hongkong may be induced—seeing he is naturally the nearest approach to a celestial attaché—to vouchsafe us in the future that aid which circumstances seem to have prevented him rendering in the past. The foregoing will perhaps show that we are not unmindful of the steps it behoves us to take in the line of precaution; but alas! what follows will also demonstrate how vain any efforts must be in the presence of the unprecedentedly severe ordeal we have been recently subjected to.

THE APPROACH OF THE STORM.

On Saturday, the 16th, our barometers began to show signs of something being seriously wrong to the south, and all began to look out for further complications. The warning signal was hoisted on the hospital, and all hands stood by, for the next move. Late in the evening of Sunday, the 17th, we received a weather wire from Amoy announcing that a typhoon was blowing to W. of Luzon and travelling towards Hainan. The barometer continued falling, though not very fast during that night, but on the next day, Monday, the 18th, we saw that something more than an ordinary blow was coming. The sea, however, had by this time come up, and as the wind kept steady from the S.—a hitherto unusual phenomenon with typhoons coming near us—we hoped that the centre had passed, or would pass us at a safe distance. On Wednesday the 20th, the glass began to fall much more rapidly, the wind to increase in force. It now became evident that the typhoon was coming towards us and we made all the preparations we could. In Takao the 'severe storm' signal had been hoisted on Tuesday afternoon, and on Wednesday 20th they put up the typhoon diamond. On Thursday the 21st the glass was falling by tenths, and as the day wore on the wind increased, until by six o'clock p.m. it was blowing with hurricane force. In the afternoon of this day we received our second weather wire announcing what we had however surmised, that the typhoon had 'recurved from Hainan, and was travelling S. E. of Hongkong,' in fact coming straight at us.

IN FULL BLAST.

About this hour tiles began flying and houses to shake. The water at Anping had risen to a depth of about 2 ft. covering the foreign settlement and native villages. In Takao all the long spit to S. Aplagaon, and the villages on it were under water, more or less. Several roofs had gone but still the damage was not excessive. About 9.30 p.m. came the dead calm of the passing centre which lasted about a quarter of an hour and then the wind flew round to N. by W. with a force and effect we had never heard of, and have no wish to experience again. Houses began falling wholesale, roofs were stripped, massive brick pillars and chimneys on the foreign houses were twisted about and hurled down as though they were pasteboard. The rain all the while was coming down in torrents, and of course pelting in on all the unhappy victims and their belongings pitilessly exposed to its onslaught by the wind. No amount of prior precautions or fastenings seemed to avail; almost everything went, and all we could do was to crouch and wait for the next event.

By twelve o'clock the worst of the storm was passed, and nothing was left for us but to wait and long for daylight to reveal the extent and magnitude of our misfortunes. The lowest mercurial reading got at Anping was 28.75, and at Takao 28.60.

THE DAMAGE.

The first streaks of dawn showed junks and boats strewed in all parts of the creek and harbour. In Takao the junks were lifted bodily through mangrove spits and patches and deposited in ponds usually far inland. As for the wreck inshore, how can I describe it? Fire and sword could not have more completely effected the utter, dismal ruin visible all round. Sitting crouched under bare walls,—all that was left of their houses, might be seen whole families; soaked through, without a plank to light a fire, or a pot to cook food with, even if available; others were turning over tile and rubbish heaps in their attempts to rescue something from the remains of their former possessions, while on all sides resounded the wail of hopeless despair and misery. This general description I believe will apply to most parts, both on the coast and inland, visited by the typhoon, and in a word it may be said that ruin and devastation prevails everywhere. The foreign Settlement in Anping perhaps suff red somewhat less than that at Takao, inasmuch as there are at least one or even two houses the damage to which is too slight for notice, but, in the latter place, no house escaped excessive destruction, and in many cases were almost entirely gutted. In Anping, walls fell and tiles flew, a whole bowling-alley structure was demolished, and the adjoining house much knocked about; but in Takao the general devastation to foreign property is much more palpable and extensive. Strange to say we hear of little if any loss of life in our immediate neighbourhood, though from Tangkang, a port seventeen miles south of Takao, it is said, the sea rushed up the river, the waters overflowed all round, and at least a hundred people were drowned in their houses, while all the junks were wrecked and destroyed. Once more the Customs have come off the worst, and in Takao have literally no office or residences left. The new buildings, together with assistant's quarters are nearly up and fortunately have escaped serious injury, so in a short time it is hoped they may be ready for occupation. Meantime temporary offices have to be set up here and there, and the Commissioner, with his assistant, continues to enjoy Consular hospitality until the new abodes being put up for them can be got ready.

It is estimated that in Takao alone $40,000 will not cover the damage to foreign and native property, and that about $25,000 of this must be set apart for celestial damages. At least one-third of the new sugar-crop is said to be lost, and indeed it is feared further investigation may probably show that even half has gone!

HOW THE 'FIREBRAND' WEATHERED THE STORM—BRILLIANT SEAMANSHIP.

Were I to go on for columns I could but inadequately describe to you the awful injury and misery which this terrible storm has caused, so I will now pass to an incident connected with it which I am sure will prove more agreeable reading, and vary the dull monotony of perusal inseparable from an unchanging record of woe such as this communication has hitherto necessarily been. I allude to the splendid seamanship and consummate skill by which Lieutenant Commander Lionel Tufnell saved H.M.S. *Firebrand* from what appeared inevitable disaster. The gun-vessel had arrived on the previous Saturday (16th), and although we were all pleased, and somewhat surprised at the masterly way in which she was brought into a harbour, the navigation of which could only have been acquired from verbal information, picked up as best her captain could on being ordered here, we were as little prepared to see such a display of seamanship, and exquisite judgment, as the equally unexpected opportunity afforded by the storm was presently to demonstrate. I should mention that the only pilot the port boasts of happens to be away; so Captain Tufnell had all to trough to depend on his own resources, and any local information he could scrape together.

Soon after arrival, this officer, realising the gravity of barometrical signs, certainly busied himself in getting as much information about the harbour, its risks, and capabilities as was available in the short time at his disposal. He took counsel as to the berth for typhoon anchorage, the position of the various spits, and oyster-beds etc. Having determined these, and secured his vessel by all necessary anchors, shore moorings, etc., nothing more was to be done than wait events. I enter into all these particulars to show that the *Firebrand* started, as, no doubt, any other vessel would, with all the advantages that average skill and intelligence could secure for her. Centres of typhoons, up to this date, have travelled to the eastward of us, and so the longest, and often the strongest blow comes from the north. Thus it is, all ships move with special reference to this contingency. When the *Firebrand* was secured (on Monday, the 18th) we had no reason to suppose that this typhoon would follow the course it did, and subject the ship to southerly wind force during the time the centre was coming up. The fastenings against such consisted of an anchor laid out on the port quarter, and the ship's two bowers on the same bow: all unavoidably laid in bad holding ground, though the best the harbour affords. The ship was lying parallel with the Bund, under lee—for N. wind—of the hill and houses. She was secured to the Bund (N) side by several chains, and hawsers, round mooring posts and buried anchors, while right astern was a wire hawser fast to an enormous anchor deeply embedded in the mud with rubble driven in, and piled over it. The *Firebrand* had not long been subjected to the force of the S. wind before the N. fastenings severely tried by the surge of the ship began to show signs of weakness, until early on Thursday afternoon every mooring post had snapped, and anchors buried ashore, were drawn. The gunboat was now in the very height of the hurricane, left to ride by her southern anchors and the stern wire rope. Of course so long as the wind was from the S., and these moorings held, she was all right. If she dragged the boat must go broadside on to the Bund, and with the sea that had sprung up would have gone to pieces. If she went too far astern, in a northerly direction, she must fetch up on the stern anchor heap; if too far on a southerly line, the innumerable oyster-beds suggested serious risk. The southern anchors were slowly but perceptibly dragging, and then came in the splendid display of coolness and professional skill that seems, even under such unlikely conditions, to have attracted universal attention. Mounted on his top-bridge, exposed to the full force of the storm, and the blinding spray, Capt. Tufnell stood; his water-proof, cut into strips as though done with a penknife, gave him the appearance of a porcupine as they blew out straight in the howling blasts. With accurate, almost mathematical calculation Capt. Tufnell kept moving the engines, now easing this cable, now slacking the other, all the while so pointing and placing the ship that, at last, when the centre passed, and the wind veered to the opposite quarter, the little craft first gently worked astern, then with a rush in the only clear, but narrow channel behind her, slowed out and as her bows got the full force of the wind, swung into apparently the only bit of free water, and riding to her bowers with the support of the wire-hawser off her starboard quarter, stood the brunt of that dreadful night, until, to the joy of all, the *Firebrand* appeared, as daylight broke, the sole victim of the night's proceedings that had escaped perfectly and entirely uninjured. I feel that my powers of description necessarily fall short of conveying in full a true idea of the remarkable display not only of judgment and courage, but of grand endurance, for no one who has not passed through a typoon can realise what that long strain, on the exposed bridge from two p.m. until long after darkness had set in up to midnight, entailed on the captain and officers subjected to it. Keen indeed was the relief, midst all our own anxieties. When daylight dawned and we saw the *Firebrand*, with wrecked junks other craft to right and left of her, proudly riding, safe and sound, at her anchors, we began even more fully to realise the excellent display of seamanship and skill that had been demonstrated to us that night. I have heard even junk captains speaking of it with wonder, for it appears that they too, like all Takaoites, expected when her northern attachments gave way, that little gun-vessel, apparently bereft of all means for defeaning herself from the northern wind fury which we knew must break over her.

However, there she is, leaving us, as soon as the bar smooths down, as safe and pretty as she came; a very pleasant reminiscence of association through a period of dire trial and misfortune attaching to her stay, our envy, if any, of her immunity from damage quite neutralised by that pride and admiration we all feel in, and for the means by which the brave little ship has gained her happy and unshared condition.

Later.—A foreigner who has just arrived from the South Cape reports the light and houses quite safe though they had a terrible time of it. Their solidity and splendid architectural advantages enabled them to come unharmed out of the struggle, but our informant states that the light tower often shook and vibrated to its base with the force of the wind. He also reports that the devastation through all the country between Takao and the Cape is sad in the extreme. Houses blown down and distress widespread. At one place over 200 lives are said to have been lost, which, with the 100 at Tangkang, makes a large casualty list that we know of. How much more that we cannot hear about must be left to the imagination.

ANOTHER VERSION OF THE MONGOLIAN REBELLION.

We have already had several versions of the recent 'Mongolian rebellion.' Here is one more, which a correspondent sends to the *N.-C. Daily News*. Of course there was a woman at the bottom of it:—

A few days ago I had a visit from a friend who has heard the story from the lips of one of the Generals after his return from Mongolia, and his story is as follows:—One of the mandarins on the borders of Mongolia saw a very handsome woman belonging to the household of a Mongol prince close by, and falling in love with her, waited for an opportunity when the prince was not at home, and then sent his *yamên* runners to carry her off to his *yamên*. The prince returning finding what had happened during his absence was very angry, but he also bided his time, and endeavoured privately to enlist the sympathy of the Mongols and his Chinese friends. He was a great landowner, and had been in the habit of selling, mortgaging, and renting his land to Chinese cultivators for many years. Although he sold his land he would often resell it as if he were the perpetual owner, after using the money. In consequence of this, a great many disliked him intensely, especially as he was a hard landlord, besides even in years of famine exacting the full rent without any reduction. In the same district there was a Chinaman named Yang who bought land and sublet it to his fellow-countrymen. He was a just man, keeping strictly to his agreements, but when famines came, and the farmers were in distress, he always remitted freely large portions, or even the whole, of their rents. He was very popular. He was a member of one of the religious sects of China and as such according to Chinese tradition and usage considered almost as good as a traitor. So the Mongol prince nursed his revenge against the mandarin and also against this good man Yang, because Yang's popularity made it impossible for the prince to act as he pleased without the people drawing unpleasant comparisons between him and Yang. Thus he incited all the people he had influence over to beware of the apparently kind deeds of Yang, as they all were only thin masks for treason in which he and his followers would be soon engulfed,—a red flag which will infuriate the mandarins almost at any time. The opportunity for his revenge came at last. The mandarin had gone from home to visit some part of his district, when the Mongol prince, with a large number of followers came to the *yamên*, carried off the young woman, and murdered all the rest of the mandarin's family. Then there arose the cry that the people had risen in rebellion, and that Yang was the chief, and that all the religious sects would be put to death. The Mongol prince led his forces against the rebels. Wild telegrams were sent to Peking and Tientsin about the rebellion of the religious sects. Armies were despatched, and the innocent people who had never dreamt of rebellion, were killed by the thousand, and great honours conferred on generals for battles which were never fought—butcheries of the innocent could not be called battles. Yang was taken to Tientsin as the rebel chief. According to Chinese law the rebel's families are all destroyed. But when the Viceroy saw the supposed rebel chief he was deeply moved, as a mere glance at Yang was enough to convince any one that he was a good man. To finish up the unfortunate matter, the usual sign was reluctantly given for his execution, but his sons—strange clause—were not to suffer, but on the contrary were to be brought up at the expense of the general who recommended Yang's execution!

I make no comments further than this, that the reasons given in the *Peking Gazette* are often far from being the true ones, and that the account given of the Mongolian rebellion in the *Peking Gazette* may also have to be considerably modified before being accepted as the true account.

THE HALL AND HOLTZ CO-OPERATIVE CO., AND THE HONGKONG TRADING CO.

The following letter, by 'a Shareholder,' appears in the *N.-C. Daily News*:—

Sir,—I am asked by Mrs Rose-Harmon, the founder and proprietress of the late firm of Rose and Co. (now the Hongkong Trading Company Ltd.) of Hongkong, to make the following statement through the medium of your paper.

'In the report published in the *North China Daily News* of the 29th April last of the seventh ordinary general meeting of shareholders of the Hall and Holtz Co-operative Company, Ltd., I notice the sum of $20,000 put down as an asset in the shape of Goodwill for the Hongkong Trading Company (late Rose and Co.) There appears to me to be no foundation for the item, and therefore I wish it to be distinctly understood by the shareholders of the company and others interested, that nothing whatever was paid me by the Hall and Holtz Co-operative Co. for goodwill of the business of Rose & Co., which I established and carried on successfully for 30 years, and if any goodwill attaches to the Hongkong Trading Co. the credit of it is based upon the good repute of my late business alone.

'It was only by force of domestic affairs that I was led to withdraw from the business, and not—though it might, through the Hongkong Trading Co.'s poor results of its trade, be imagined it was—for want of my firm's success, which at the time Hall & Holtz acquired it was in a very flourishing condition. I emphatically deny that the Hongkong Trading Co.'s present poor position is, as the Chairman at the meeting referred to put it, due to too great a price being paid (me) for the business by the Hall & Holtz Company.

'I was paid absolutely nothing more than the bare cost-price for good readily saleable new stock; and other stock not new was taken over by Hall & Holtz at their own valuation and at prices greatly below cost. Messrs Clifford, Skeels, and Latty of the Hall & Holtz Co-operative Co. measured and valued everything, and so it may be reasonably judged that the Company they represented paid for nothing more than it got. Indeed it was upon their figures alone that the value of my stock, as settled for by the Hall & Holtz Co-operative Co., was fixed, the amount being $59,316, and that is all I received, although by my own private calculation the value of my stock was about $85,000. Assurance of this difference, and the fact I got nothing for goodwill, will, I trust, lead the shareholders of Hall & Holtz to see that the loss suffered by them in respect to the Hongkong Trading Co., is not due to too much having been paid me for my business.'

THE PROPOSED EVACUATION OF EGYPT.

With reference to the Reuter's telegram on this subject which we publish to-day the following recent utterances will be interesting:—

Mr Gladstone, speaking at Newcastle towards the end of last year, said:—'I shall indeed rejoice if, before the day comes for the present administration to give up the ghost, it be possible for Lord Salisbury to make an effort to relieve us from that burdensome and embarrassing occupation of Egypt which, so long as it lasts, rely upon it, must be a cause of weakness and a source of embarrassment, which we owe entirely to engagements contracted by a former Tory Government, and the escape from which I greatly fear the present Tory Government, improved as it is in its foreign policy, will, notwithstanding, hand over to its successors to deal with.'—In September last, at Cambridge, Mr Morley said: 'England, in the persistent and indefinite occupation of Egypt, is a vulnerable England, and an England in constant risk of being once more drawn into the vortex of a continental war. I only want to make one more remark upon this topic. I notice one good sign, that the leaders of public opinion in the country, even among those who are our political opponents, are beginning really to count the cost of this indefinite Egyptian occupation, to strike the balance between what you gain by it and the constant bootless disadvantages and dangers to which it exposes us.'—Sir Charles Dilke recently wrote as follows to the *Daily Chronicle*:—I have always expressed the strongest opinion that evacuation is both necessitated by our pledges and wise in itself. As regards what will happen in the event of a change of Government, I have never doubted that Lord Rosebery will take up the negotiations with France with regard to the future government of Egypt under European safeguards at the point at which they were suspended, without ever having been broken off. I may add that, so far as I have noticed (and I have looked pretty closely at election speeches), only one English Liberal candidate pronounced against the evacuation—a friend of mine whose defeat I greatly regret—but he has been beaten at the polls. Only one Conservative candidate spoke boldly in favour of evacuation, and he has been successful at the poll.

Deafness Absolutely Cured.—A Gentleman who cured himself of Deafness and Noises in the Head of 14 years' standing by a new method, will be pleased to send full particulars free. Address Herbert Clifton, 8, Shepherd's place, Kennington Park, London, S.E., Eng.

Rowlands' Odonto, a pure and scientifically prepared tooth powder, antacid, antiparasitic and slightly alkaline, it penetrates to the hidden flaws and crevices of the teeth where decay originates, removes tartar, polishes and preserves the enamel, prevents and arrests decay and sweetens the breath; is free from acid or gritty ingredients. Rowlands' Essence of Tyre dyes red or grey hair a permanent brown or black, 4s. Ask dealers in perfumery for Rowlands' articles.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & TAMSUI.—Per *Formosa*, at 11.30 a.m., on Wednesday, the 17th inst.

For AMOY & MANILA.—Per *Don Juan*, at 3.30 p.m., on Wednesday, the 17th inst.

VICTORIA HOTEL.

VISITORS' LIST.

Capt. Samuel J. Ashton	Mr E. B. Jorey
	Capt. A. McMaster
Mr Henry Dehmas	Mr Geo. Rae
Mrs Farmer	Mr Victor Roche
Mr F. R. Fox	Mr W. Schwaler
Mr J. B. Gaylord	Mr Talnoff
Mr A. Getley	Capt. George Vlanesnos
Mr Haly	
Mr G. Hargens	Mr H. W. Wilkie
Mr G. W. Hayden	Mr J. Wood
Mr John Henderson	

MOUNT AUSTIN HOTEL.

LIST OF VISITORS.

Mr Beattie	Mr and Mrs Kramer
Mrs Blackburn	Mr Lind
Mr Blamey	Mr W. Macbean
Mr C. Brodersen	Mr A. A. Main
Mr Hart Buck	Mr Charles C. Malsch
Mr J. G. Buckle	Mr and Mrs McLeod
Consul Budler	Mr Louis Mendel
Mr Bullen	Lieut.-Col. and Mrs Mulcahy
Capt. and Mrs Burnie and children	Commodore Bury Palliser
Mr E. Byrne	Mrs Bury-Palliser & maid
Mr Cochrane	Mrs Piorkowska
Mr and Mrs C. C. Cohen	Miss Plummer
Mr J. B. Coughtrie	Mr & Mrs F. de Rivas
Mr and Mrs Outhbert son	Mr A. Ross
Mr and Mrs J. David, children and nurse	Mr J. J. Ruben
Mr J. S. Ezekiel	Mrs Munster Schultz and child
Miss Featherstonehaugh	Mr Suidholm
	Mr Taylor
Mr George Fenwick	Captain Tillet
Mrs George Grimble	Mrs Tulloch, child and nurse
Mr and Mrs Guinness	
Miss Gush	Mr R. W. G. Welling
Mrs W. S. Inglis and children	The Honourable T. H. Whitehead
Mrs Walter Houfe	

Exchange.

HONGKONG, August 16.

On London—	
Bank, Wire,	2/8⅞
" On demand,	2/9
" 30 days' sight,	2/9⅛
" 4 months' sight,	2/9⅜
Credits, 4 "	2/9⅝
Documentary, 4 months' sight,	2/9¼
On Paris—	
On demand,	3.46
Credits, 4 months' sight,	3.54
On Berlin—On demand,	2.80
On New York—	
On demand,	67¼
Credits, 60 days' sight,	68¼
On Bombay—	
Wire,	225¼
On demand,	225½
On Calcutta—	
Wire,	225¼
On demand,	225½
On Shanghai—	
On demand,	72
30 days' sight, private paper,	72¼
Gold Leaf, 100 fine (per tael)	$36.70
Sovereigns (Bank's buying rate)	$ 7.10

CHINA COAST METEOROLOGICAL REGISTER.

August 15.—at 4 P.M.

Station.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wl'ostock	—	—	—	—	—	—	—
Tokio	29.76	—	—	S	2	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.80	94	66	S	1	c	—
Foochow	—	—	—	—	—	—	—
Amoy	29.79	87	76	SE	2	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.77	94	—	—	0	b	—
Hongkong	29.80	88	69	SW	1	b	—
Vict. Peak	—	—	—	SW	4	—	—
Canton	29.83	94	64	WSW	1	c	—
Macao	29.82	91	74	SW	1	c	—
Hoihow	29.85	85	—	ENE	4	b	—
Haiphong	29.81	81	89	S	1	o	—
Bolinao	29.80	80	78	SSW	1	c	—
Manila	—	84	81	SW	4	m	—
C.S. James	—	—	—	—	—	—	—
August 16.—at 10 A.M.							
Wl'ostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.79	83	75	NW	1	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.78	86	—	SE	1	c	—
Hongkong	29.83	85	76	WSW	1	bv	—
Vict. Peak	—	—	—	—	—	—	—
Canton	29.83	84	83	WSW	1	c	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.82	79	89	ESE	1	o	—
Bolinao	29.86	83	83	SE	1	c	0.07
Manila	—	—	—	—	—	—	—
C.S. James	—	—	—	SW	4	b	—

Typhoon in the Pacific, East of Formosa. Barometer falling. Gradients slight for S.W. winds. Weather clear, hot and rather dry. (Issued at 10.25 a.)

W. Doberck,
Director of the Observatory.

Hongkong Observatory, August 16, 1892.

1

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

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Shipping Orders will be granted till 5 p.m. on the 24th August, Cargo will be received on board until 10 a.m., Specie and Parcels until 8 a.m. on the 25th August. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents of Packages is required.

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Belgic.....TUESDAY, Aug. 30.
Oceanic.....TUESDAY, Sept. 20.
Gaelic, v. Honolulu....TUESDAY, Oct. 11.

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St. Louis, Mo.	292.50	291.50
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Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	303.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y. Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 30, 1892. 1319

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IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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SHARE LIST.—QUOTATIONS.—August 16, 1892.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp. New Issue	80,000	$ 125	all	80 % prem., nom.
Bank of China, Japan and Straits, Ld.	99,875 *1,250	£ 10 £ 1	£ 1.15 £ 1	$3 £19
National Bank of China, Limited	...	£ 10	£ 5.10	40 % dis., sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 25	$ 50	$98, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$59, buyers
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 222½, sellers
Straits Insurance Co., Ld.	30,000	$ 10	$ 2	$14, sellers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$88, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	all	$102, nom.
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$35, sales
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$265, sellers
Straits Fire Insurance Co., Ld.	20,000	$ 10	$ 2	$15, sellers
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ [illegible]	$8, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	32 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$26, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$36½ sellers
H.K. C. and M. Steamboat Co., Ld.	30,000	$ 25	all	$28, sellers
Indo-China S. N. Company, Limit.	60,000	£ 10	all	40 % dis., sellers
Steam Launch Company, Limited	2,000	$ 50	$ 30	$30, sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£8 sellers
			£ 5	£4, sellers
Do. (new issue).	20,000	£ 10	£ 1	£3
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$135, sales
Luzon Sugar Company, Limited	7,000	$ 100	all	$24, buyers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$45, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$42½, nom.
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$51
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$7, buyers
Humphreys' Estate & Finance Co.	1,000	$ 10	all	$18½, nom.
West Point Building Co., Limited	12,500	$ 50	$ 4	$20, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ld.	1,200	$ 100	all	$40, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$5½, sales and sellers
Punjom Mining Co., Ld.	60,000	$ 10	all	$1.10, sellers
Selama Tin Mining Company, Limited	115000 25,000	$ 5 $ 5	$ [illegible]	7½ cts., sales 55 cents, sellers
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 5	$140
The Balmoral Gold M'ing Co., Ld.	15,000	$ 10	all	25 cents, nom.
New Imuris Mines, Limited	175000	17/6	£ 1	$1.50, sellers
Raub Syndicate	1,000,000	£ 1	17/11	40 cents, nom.
Société Francise des Houilleres de Tourane	8,000	Fcs. 500	F. 50 37	75 % dis., sellers
PLANTING, ETC.				
China-Borneo Company, Ld. in Liq.	7,500	$ 100	$ 55	$7, sellers
H. G. Brown & Co., Limited	6,000	$ 50	all	$15, sales
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 5	$4½, sellers
Hongkong Hotel Company, Ld. 3,000 shs. issued	6,000	$ 50	all	$21, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 1	all	$15½, sellers
Dakin, Cruickshank & Co., Ld.	50,000	$ 1	all	$2, buyers
LIGHTING.				
HK. and China Gas Co., Limited	5,100	£ 10	all	$102, buyers
New Shares	1,900	£ 10	£ 7.1	
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$2½, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$5, nom.
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.5	$7½, sellers
MISCELLANEOUS.				
Hongkong Trading Company, Limited	20,000 3,226	$ 20	$ 5	$5, nom.
Campbell, Moore & Co., Limited	1,200	$ 1	all	$4, sellers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 2	$14, nom.
Hongkong Bakery Company, Ld.	600	$ 50	all	$70, sellers
Hongkong Dairy Farm Co.	3,000	$ 10	all	$48, nom.
Hongkong Ice Company, Limited	5,000	$ 25	all	$67, nom.
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$95, nom.

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1881 c	$1,594,700.14	$500	8 % p. annum	13 % prem., buyers
" " 1886 r	Tls. 767,200	Tls. 250	7 " "	12 % prem., buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$5'0

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloong shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor-age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Aden	5 c	Street	Brit. str.	2517	Aug. 16	P. & O. S. N. Co.	Shanghai	16th inst.
Ardgay	4 c	Thom	Brit. str.	1076	Aug. 14	Jardine, Matheson & Co.		
Avochie	8 c	Rowin	Brit. str.	1005	Aug. 14	Jardine, Matheson & Co.	Hongay	To-morrow
Bantam	5 c	Valk	Dutch str.	1457	Aug. 11	Jardine, Matheson & Co.	Amoy	
Batavia	5 c	Hill	Brit. str.	1771	Aug. 12	Dodwell, Carlill & Co.		
Bonlarig	8 c	Boutellier	Brit. str.	1211	Aug. 14	Gibb, Livingston & Co.	Nagasaki &c.	
China	5 c	Seabury	Amer. str.	5200	July 30	P. M. S. S. Co.	San Francisco	20th inst.
Chusan	3 h	Wendt	Ger. str.	623	Aug. 15	A. R. Marty	Hoihow, &c.	To-morrow
Cicero	3 c	George	Brit. str.	1030	Aug. 16	Arnhold, Karberg & Co.		
Don Juan	4 c	Beltran	Span. str.	654	Aug. 15	Brandao & Co.	Manila	To-morrow
Empress of China	...	Archibald	Brit. str.	3003	Aug. 8	Canadian Pacific Railway Co.	Vancouver	K'loon Dock
Formosa	5 h	Bathurst	Brit. str.	674	Aug. 13	Douglas Steamship Co.	Coast Ports	To-morrow
Fu Ping	3 c	Watts	Chi. str.	646	Aug. 15	C. S. & M. Co.	Chefoo	
Glenearn	1	Murray	Brit. str.	1409	Aug. 15	Jardine, Matheson & Co.	Shanghai	To-morrow
Hiroshima Maru	8 c	Pyne	Japan. str.	2031	Aug. 10	Butterfield & Swire	Yokohama	To-day
Holstein	3 c	Bruhn	Ger. str.	985	Aug. 14	Wieler & Co.		
Kutsang	5 c	Jackson	Brit. str.	1495	Aug. 16	Jardine, Matheson & Co.		
Namoa	5 h	Roach	Brit. str.	863	Aug. 16	Douglas Steamship Co.		
Nanchang	3 c	Finlayson	Brit. str.	1052	Aug. 12	Butterfield & Swire	Foochow	To-day
Nizam	10	Fillard	Brit. str.	1615	Aug. 8	P. & O. S. N. Co.	Bombay	To-day
Oceana	5 c	Behrens	Ger. str.	1600	Aug. 15	Siemssen & Co.	Singapore	18th inst.
Oceria	5 k	Hamlin	Brit. str.	419	May 23	Butterfield & Swire	.....	Laid up
Palamed	5 c	Jackson	Brit. str.	1489	Aug. 16	Butterfield & Swire		
Pathan	5 c	Wright	Brit. str.	1600	Aug. 6	Dodwell, Carlill & Co.		
Pekin	3 h	Matthews	Brit. str.	118	Aug. 14	Order	Amoy	To-day
Peninsular	1	Loggin	Brit. str.	2711	Aug. 16	P. & O. S. N. Co.	Europe, &c.	18th inst.
Picciola	3 h	Hass	Ger. str.	874	Aug. 12	Melchers & Co.		
Pilot Fish	[illegible]	Stopani	Brit. tug.	161	.....	J. K. & W. Dodds Co.		
Strathdee	5 c	Pattie	Brit. str.	1709	Aug. 16	Dodwell, Carlill & Co.		
Swatow	3 c	Binge	Ger. str.	630	Aug. 13	A. R. Marty		
Triumph	3 c	Bruhn	Ger. str.	674	Aug. 15	Eduard Schellhass & Co.	Haiphong	
Verona	5 c	Seymour	Brit. str.	1876	Aug. 15	P. & O. S. N. Co.	Nagasaki, &c.	19th inst.
Victoria	5 c	Panton	Brit. str.	1991	Aug. 15	Dodwell, Carlill & Co.		
Yung Ping	3 h	Richards	Chi. str.	764	Aug. 14	Ohinese	Tientsin	To-day
Zafiro	5 c	Cobban	Brit. str.	675	Aug. 13	Shewan & Co.	Amoy	To-day
Zambesi	...	Edwards	Brit. str.	1560	May 8	.....	Laid up	For sale
Sailing Vessels								
Belle of Bath	5 k	Blethen	Amer. sh.	1347	June 27	Jardine, Matheson & Co.		
Carl Friedrich	9 c	Haak	Ger sh.	2208	July 22	Reuter, Brockelmann & Co.		
Camelot	8 c	Peters	Brit. bqe.	369	July 12	Captain		
Charger	9 c	Goodell	Amer. sh.	1374	Aug. 4	Captain		
Else	8 c	Bremers	Ger. sh.	1375	Aug. 16	Arnhold, Karberg & Co.		
Heinrich	4 k	Henne	Ger. bqe.	923	July 22	Chinese		
Isaac Reed	9 c	Walds	Amer. sh.	1489	Aug. 14	Reuter, Brockelman & Co.		
John McLeod	5 k	Henderson	Brit. sh.	1595	June 9	Captain		
Kingdom of Saxony	4 c	Broom	Brit. bqe.	538	Aug. 14	Jardine, Matheson & Co.		
Kitty	5 k	Nelson	Brit. bqe.	803	July 25	Master		
P. N. Blanchard	5 k	Blanchard	Amer. sh.	1503	June 15	Reuter, Brockelmann & Co.		
Sierra Miranda	5 k	McMaster	Brit. sh.	1808	Aug. 3	Captain		
Sterling	5 k	Goodwin	Amer. sh.	1663	June 29	Jardine, Matheson & Co.		
Tarapaca	5 k	Kenett	Brit. bqe.	450	May 27	Order		
T. D. Bischoff	5 k	Meyer	Ger. sh.	1808	July 21	Melchers & Co.		
Velocity	3 c	Martin	Brit. bqe.	478	Aug. 14	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Shanghai
Archer	cruiser 3rd class	3500	6	—	Comd. Scott Rogers	Nagasaki
Caroline	cruiser 3rd class	1400	14	1440	Captain Clutterbuck	Shanghai
Egeria	surveying ship	740	—	—	Commander A. M. Field	Sandakan
Esk	g-bt. 3rd class coast defence	333	3	340	———	Shanghai
Firebrand	gunboat 2nd class	455	[illegible]	460	Lieut.-Com. L. G. Tufnell	Hongkong
Hyacinth	cruiser 3rd class	1420	8	1190	Captain Robt. W. Craigie	Nagasaki
Impérieuse*	twinscrew battle ship	8400	10	10000	———	Shanghai
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	K'loon Dock
Linnet	gun-vessel 2nd class	756	5	1050	Commander V. A. Tisdall	Shanghai
Mercury	cruiser 2nd class	3730	13	7290	Capt. Chas. J. Balfour	Singapore
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Shanghai
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	Shanghai
Penguin	cruiser	1030	—	—	Captain W. V. Moore	Surveying
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Hewett	Chinkiang
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. Lewis Knox Bell	Singapore
Porpoise	cruiser 3rd class	1770	5	3500	Commander Barr	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Heugh	Hoihow
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Freeman	Shanghai
Severn	cruiser 2nd class	4050	12	6600	Captain T. H. Henderson	Shanghai
Swift	gun-vessel 2nd class	756	5	1000	Commander Kirby	Chemulpo
Tweed	g-bt. 3rd class coast defence	363	3	340	———	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore H. B. Palliser, R.N.	Hongkong
Wivern	coast defence ship, armoured	2765	4	1450	———	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	Russian gunboat	800	—	—	Captain Parenago	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Hitchcock	Nagasaki
Alexandrine	German cruiser	1342	—	—	Captain von Frantzius	Swatow
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreiro	Macao
Charleston	U. S. cruiser	3730	8	—	Captain Romey	Kobe
Curlatone	Italian cruiser	363	—	—	Captain S. Palermo	Shanghai
Diu	Portuguese gunboat	708	—	—	Captain H. M. Gomes	Macao
Dmitri Donskoy	Russian cruiser	6000	—	—	Capt. Alesson	Nagasaki
Iltis	German gunboat	489	—	—	Captain Müller	Shanghai
Inconstant	French gunboat	800	—	—	Capt. de Jonquières	Shanghai
Lancaster	U. S. cruiser	2120	—	—	Capt. Lely	Amoy
Leipzig	German frigate	—	—	—	Captain Rotger	Yokohama
Lion	French gunboat	460	—	—	Lieutenant Papaix	Amoy
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1130	Commander Bartlett	Nagasaki
Mandjour	Russian cruiser	1700	—	—	Captain V. Brandt	Kobe
Monocacy	U. S. sloop	1370	5	1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Rich	Nagasaki
Petrel	U. S. gunboat	834	—	—	Lt.-Com. M. R. S. Mackenzie	Shanghai
Plevier	French gunboat	540	—	420	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Pedro Cazorla	Amoy
Sivoutch	Russian cruiser	900	1	1000	Commander Plaksin	Shanghai
Takout	Russian gunboat	705	—	—	Captain Chimilusky	Hongkong
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Velasco	Spanish cruiser	—	4	—	Captain Jose Ferrandiz	Shanghai
Vitiara	French cruiser	—	—	—	Captain Thounas	Shanghai
Vipere	French gunboat	480	4	425	Commander Constolls	Chinkiang
Vitiaz	Russian cruiser	2560	—	—	Captain Zarine	Shanghai
Volturno	Italian gunboat	346	—	—	Captain Chev. Ricotti	Shanghai
Wolf	German gunboat	384	0	340	Captain Heilhoff	Shanghai

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SAIGON WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Amigo	Ger. str.	
Canton	Brit. str.	
Kwang Lee	Chi. str.	
Mathilde	Ger. str.	

AMOY.

In port on August 6, 1892.

MERCHANT STEAMERS.

Chiyuen	Chinese
Port Phillip	British

MERCHANT SAILING VESSEL.

Alice Mary	Brit.	bqe.
Byglia	Ger.	bqe.
Georgiette	Amer.	bqe.
Sebastian Bach	Brit.	bqe.
Sin Taiwan	Brit.	yght.

FOOCHOW.

In port on August 5, 1892.

MERCHANT STEAMERS.

Orestes	British
Singan	British

MERCHANTS SAILING VESSELS.

Cape City	Br. 3-m. sc.	
Prosper	Am. 4-m. sc.	

SHANGHAI.

In port on August 5, 1892.

MERCHANT STEAMERS.

Cass	Chinese	
Camelot	Austrian	
Changsha	British	
Ching Ping	Chinese	
Ella	British	
Energia	British	
Feechee	Chinese	
Fuh-wo	British	Hankow &c.
Haechang	Chinese	
Hsinfung	Chinese	
Kiangfoo	Chinese	
Kuling	Chinese	
Kung Wo	British	
Mathilde	German	
Meinam	British	
Natal	French	
Ningpo	German	
Peninsular	British	
Store Nordiske	Danish	
Sual	British	
Surat	British	
Telamon	British	
Telemachus	British	
Yokohama Maru	Japanese	

MERCHANT SAILING VESSELS.

Chihaya Maru	Jap.	bqe.
Escort	Amer.	bqe.
G. H. Wappaus	Brit.	bqe.
Hilda	Brit.	sch.
Imacos	Norw.	bqe.
John Bairley	Amer.	bqe.
Kumasaka Maru	Jap.	bqe.
Poliamaya Broada	Rus.	sch.
Satsuma	Brit.	bqe.
Swanhilda	Brit.	sh.

NAGASAKI.

In Port on July 31, 1892.

Armenia	Brit.	bqe.
Kosaki Maru	Japan.	bg.
Tobique	Brit.	sh.

YOKOHAMA.

In port on July 30, 1892.

Arctic	Brit.	sch.
Clan Buchanan	Brit.	bqe.
Esmeralda	Brit.	sch.
Fingal	Brit.	sh.
Saipan	Amer.	sch.
St. Frances	Amer.	sh.
Thermopylæ	Brit.	bqe.
Timandra	Brit.	sh.

HIOGO.

In port on July 30, 1892.

Lucipara	Brit.	sh.
Vigilant	Amer.	sh.

MANILA.

In Port on July 23, 1892.

MERCHANT STEAMERS AND SAILING VESSELS.

Athlon	Brit.	sh.	discharging
Austria	Brit.	bqe.	Cebu
Cambrian Queen	Brit.	sh.	discharging
Cicero	Brit.	str.	discharging
Elizabeth	Ger.	bqe.	Iloilo
Foong Suey	Haw.	bqe.	discharging
Francisco Reyes	Span.	str.	Provinces
Galatea	Brit.	bqe.	discharging
Hiroshima Maru	Japan.	str.	H.K. v. Iloilo
Imperial	Amer.	sh.	New York
Jordan	Brit.	bqe.	Gibraltar, f.o.
Kelverdale	Brit.	bqe.	St. Helens f.o.
Kowshing	Brit.	str.	Hongkong
Low Wood	Brit.	bqe.	Iloilo
Nereo	Ital.	bqe.	discharging
Restitution	Brit.	str.	Liverpool
S. Ignacio de Loyola	Span.	str.	L'pool v. Spain
Strathisla	Brit.	bqe.	Boston
Tana	Norw.	bqe.	discharging
Veronica	Amer.	bqe.	discharging
Viner	Sarawak	str.	discharging
Wm. G. Davis	Amer.	sh.	Atlantic, U.S.
Zafiro	Brit.	str.	Hongkong

ILOILO.

MERCHANT SAILING VESSELS.

Amicitia	Norw.	str.	Hongkong
Cape Colonna	Brit.	str.	Gibraltar, f.o.
Europa	Ger.	str.	H.K. via Cebu
Herat	Brit.	sh.	Queenstown f.o.
Lundale	Brit.	str.	Atlantic, U.S.
Lancelot	Brit.	str.	Delaware Breakwater
Nora	Norw.	bqe.	do.
Persian Prince	Brit.	str.	H.K. v. Manila
Tetartos	Ger.	str.	Gibraltar, f.o.

CEBU.

Niörstein	Ger.	str.	Hongkong

BANGKOK.

In port on July 26, 1892.

MERCHANT SAILING VESSELS.

Bua Pan	Brit.	bqe.
Charon Wattana	Siam.	bqe.
Dorothy	Brit.	bqe.
Q. of England	Siam.	bqe.
Sostrini	Norw.	bqe.

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